

# SRP/416

SECONDARY ROAD PATROL AND TRAFFIC ACCIDENT PREVENTION PROGRAM

## Annual Report Fiscal Year 2011





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AND TRAFFIC ACCIDENT PREVENTION PROGRAM**



**Annual Report Fiscal Year 2011**

(October 1, 2010-September 30, 2011)



#### **ACKNOWLEDGMENTS**

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Office of Highway Safety Planning (OHSP)  
from documents submitted by  
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## **Fiscal Year 2011 Quick Facts**

- >> In 2011, the Secondary Road Patrol (SRP) program funded 155 deputies compared to 160.4 in 2010.
- >> SRP deputies generated 117,694 vehicle stops, resulting in 1,475 impaired drivers being removed from Michigan's roadways, 84,468 traffic citations, 6,898 criminal arrests, and 20,141 assists to other officers. SRP deputies also responded to 14,679 criminal complaints and aided 5,563 motorists in need of assistance.
- >> SRP deputies investigated 12,511 traffic crashes including 9,083 on secondary roads, 3,171 on state trunk lines, and 257 in villages and cities.
- >> SRP deputies investigated 134 fatal traffic crashes on secondary roads, 57 fatal crashes on state trunk lines, and three fatal crashes in villages and cities.

# Contents

INTRODUCTION .....	1
Excerpts from Public Act 416 of 1978 .....	1
Services to be Provided .....	1
How Funds can be Spent .....	1
Allocation of Funds Under the Act .....	1
Maintenance of Effort .....	1
Secondary Road Patrol FY2011 Allocation .....	2
 <b>PART ONE: LAW ENFORCEMENT COORDINATION, TRAINING, AND COMMUNICATIONS</b>	
I. SHERIFF REPORTS .....	3
Coordination of Law Enforcement Agencies .....	3
Law Enforcement Training .....	3
Communication Systems .....	3
II. RECOMMENDATIONS .....	3
Improving Law Enforcement Coordination .....	3
Improving Law Enforcement Training .....	3
Improving Law Enforcement Communications .....	3
Improving Services Provided .....	3
 <b>PART TWO: IMPACT AND COST EFFECTIVENESS STUDY</b>	
I. EVALUATION BACKGROUND INFORMATION .....	4
Number of Counties Included in Evaluation .....	4
Definitions of Variables Used in this Report .....	4
Evaluation Goals .....	4
II. PERSONNEL AND ACTIVITIES ANALYSIS .....	4
Services Provided .....	4
Funding .....	4
SRP Appropriations History .....	5
Personnel .....	6
Activity .....	6
Secondary Road Patrol Deputy of the Year Program .....	6
SRP Revenue Received .....	6
Law Enforcement Training Opportunities .....	6
Historical Comparison of Number of SRP Deputies and County-Funded Road Patrol Deputies .....	7
Monitoring .....	7
III. TRAFFIC CRASHES .....	8
IV. COST EFFECTIVENESS .....	8
Total Expenditures .....	8
V. SYNOPSIS OF ACTIVITIES .....	9
Conclusion .....	9
Average Activities Per SRP Deputy .....	9



<b>PUBLIC ACT 416 OF 1978 .....</b>	<b>10</b>
<b>TABLES, CHARTS, AND GRAPHS</b>	
History of SRP Program State Funds Expended .....	14
SRP Program—County Contributions Only (in thousands) .....	15
Number of SRP Deputies .....	16
Average Traffic Citations per Deputy—SRP and CFRP .....	17
Average Traffic Crash Investigations per SRP Deputy.....	17
Average OWI Arrests per SRP Deputy .....	18
Average Motorist Assists per SRP Deputy .....	18
Average Criminal Arrests per SRP Deputy .....	19
Average Criminal Reports per SRP Deputy .....	19
Average Law Enforcement Assists per SRP Deputy.....	20
2009-2010 Michigan Traffic Crash Summary.....	21
<b>2011 SECONDARY ROAD PATROL SUMMARY FROM SEMI-ANNUAL REPORTS .....</b>	<b>23</b>



# Introduction

The Secondary Road Patrol and Traffic Accident Prevention program was created by Public Act 416 of 1978. The state grant program, often referred to as the SRP or 416 program, provides Michigan county sheriffs' offices with funding to patrol county and local roads outside the limits of cities and villages. Deputies funded under the SRP program have the legislated responsibilities of traffic enforcement, traffic crash prevention and investigation, criminal law enforcement, and emergency assistance.

The program began on October 1, 1978, with 78 participating counties. On October 1, 1989, Executive Order 1989-4 transferred the SRP program from the Michigan Department of Management & Budget Office of Criminal Justice to the Michigan Department of State Police (MSP) Office of Highway Safety Planning (OHSP).

Public Act 416 of 1978, as amended, requires two documents, generally combined into one report, to be submitted to the Michigan Legislature:

- >> An annual report containing data from the participating sheriffs' offices along with their recommendations on methods for improving coordination of local and state law enforcement agencies, improving law enforcement training programs, and improving law enforcement communications systems, as well as a description of the role alcohol played in the incidence of fatal and personal injury crashes in the state. The report is due each year on May 1.
- >> An impact and cost effectiveness study is due April 1 of each year. Due to the number of factors that influence traffic crash deaths and injuries, it is difficult to determine the level of impact that the SRP program alone has had on saving lives and reducing injuries. Therefore, this section of the report consists of general observations by OHSP on the impact of program activities that would reasonably be expected to contribute to decreased traffic crashes and deaths.

## EXCERPTS FROM PUBLIC ACT 416 OF 1978

(For complete law see page ten)

The sheriff's office is the primary agency responsible for providing certain services (see below) on the county primary roads and local roads outside the boundaries of cities and villages. The sheriff's office also provides these services on any portion of any other highway or road within the boundaries of a state or county park.

## SERVICES TO BE PROVIDED

1. Patrolling and monitoring traffic violations
2. Enforcing the criminal laws of this state, violations of which are observed by or brought to the attention of the sheriff's office while providing the patrolling and monitoring required by Public Act 416 of 1978
3. Investigating accidents involving motor vehicles
4. Providing emergency assistance to persons on or near a highway or road patrolled as required by Public Act 416 of 1978

The sheriff's office can provide these services, with the exception of number two, within a city or village if

the legislative body of the local unit of government passes a resolution requesting the services.

## HOW FUNDS CAN BE SPENT

Counties are required to enter into a contractual arrangement with OHSP to receive funds. Funds can be spent as follows:

- >> Employing additional personnel
- >> Purchasing additional equipment
- >> Enforcing laws in state and county parks
- >> Providing selective motor vehicle inspection programs
- >> Providing traffic safety information and education programs that are in addition to those provided before the effective date of Public Act 416 of 1978

## ALLOCATION OF FUNDS UNDER THE ACT

"...a county's share of the amount annually appropriated for Secondary Road Patrol and Traffic Accident Prevention shall be the same percentage that the county received, or was eligible to receive, of the total amount allocated to all counties pursuant to Section 12 of Act No. 51 of the Public Acts of 1951, as amended, being Section 247.662 of the Michigan Compiled Laws, less the amounts distributed for snow removal and engineers, during the period of July 1, 1976, through June 30, 1977."

## MAINTENANCE OF EFFORT (MOE)

SRP program funds are mandated to supplement secondary road patrol efforts by counties, not to supplant, or replace county funding.

"An agreement entered into under this section shall be void if the county reduces its expenditures or level of road patrol below that which the county was expending or providing immediately before October 1, 1978, unless the county is required to reduce general services because of economic conditions and is not merely reducing law enforcement services." [Section 51.77(1)]

This provision is known as the MOE. Under the MOE, counties are ineligible for SRP program funding if they reduce the level of County-Funded Road Patrol (CFRP) deputies unless they can prove economic hardship and are forced to reduce general services commensurate with the reduction in road patrol. Counties are required to report the number of deputies they have at the beginning of each funding year; these figures are compared with those reported for October 1, 1978. If the county has fewer county-supported deputies they must either replace the personnel or prove economic hardship in order to receive SRP program funds. If reductions become necessary during the year, the county is required to report this to OHSP. Then OHSP will determine if the reduction meets the requirements of Public Act 416 of 1978.

On September 7, 2010, the Michigan Legislature adopted Senate Concurrent Resolution No. 52 exempting all Michigan counties from the MOE requirement for fiscal year 2011 due to economic hardship.

## SECONDARY ROAD PATROL FISCAL YEAR 2011 ALLOCATION

2011 State Allocation				\$10,000,000			
COUNTY	ALLOCATION PERCENTAGE	MOE REQUIREMENT	COUNTY ALLOCATION	COUNTY	ALLOCATION PERCENTAGE	MOE REQUIREMENT	COUNTY ALLOCATION
ALCONA	0.393	4	39,300	LAKE	0.422	4	42,200
ALGER	0.322	0	32,200	LAPEER	0.925	7	92,500
ALLEGAN	1.216	18	121,600	LEELANAU	0.389	7	38,900
ALPENA	0.578	1	57,800	LENAWEE	1.221	24	122,100
ANTRIM	0.465	7	46,500	LIVINGSTON	1.032	15	103,200
ARENAC	0.396	3	39,600	LUCE	0.279	0	27,900
BARAGA	0.310	0	31,000	MACKINAC	0.366	5	36,600
BARRY	0.692	11	69,200	MACOMB	5.173	68	517,300
BAY	1.499	23	149,900	MANISTEE	0.569	5	56,900
BENZIE	0.353	4	35,300	MARQUETTE	0.906	11	90,600
BERRIEN	2.075	24	207,500	MASON	0.555	10	55,500
BRANCH	0.747	13	74,700	MECOSTA	0.597	2.5	59,700
CALHOUN	1.762	17	176,200	MENOMINEE	0.650	2	65,000
CASS	0.766	14	76,600	MIDLAND	0.833	19	83,300
CHARLEVOIX	0.442	7	44,200	MISSAUKEE	0.415	1	41,500
CHEBOYGAN	0.563	2	56,300	MONROE	1.733	36	173,300
CHIPPEWA	0.706	6	70,600	MONTCALM	0.836	13	83,600
CLARE	0.531	4	53,100	MONTMORENCY	0.352	6	35,200
CLINTON	0.857	9	85,700	MUSKEGON	1.590	23	159,000
CRAWFORD	0.369	3	36,900	NEWAYGO	0.774	12	77,400
DELTA	0.696	5	69,600	OAKLAND	8.459	48	845,900
DICKINSON	0.491	3	49,100	OCEANA	0.562	8	56,200
EATON	1.090	17	109,000	OGEMAW	0.461	4	46,100
EMMET	0.514	10	51,400	ONTONAGON	0.356	6	35,600
GENESEE	4.380	21	438,000	OSCEOLA	0.486	0	48,600
GLADWIN	0.467	5	46,700	OSCODA	0.360	4	36,000
GOGEBIC	0.415	6	41,500	OTSEGO	0.448	9	44,800
GRAND TRAVERSE	0.836	19	83,600	OTTAWA	1.907	23	190,700
GRATIOT	0.782	7	78,200	PRESQUE ISLE	0.427	5	42,700
HILLSDALE	0.758	9	75,800	ROSCOMMON	0.455	11	45,500
HOUGHTON	0.570	4	57,000	SAGINAW	2.472	25	247,200
HURON	0.838	13	83,800	ST. CLAIR	1.629	18	162,900
INGHAM	2.310	12	231,000	ST. JOSEPH	0.801	10	80,100
IONIA	0.749	9	74,900	SANILAC	0.899	10	89,900
IOSCO	0.626	10.5	62,600	SCHOOLCRAFT	0.301	0	30,100
IRON	0.389	1	38,900	SHIAWASSEE	0.917	15	91,700
ISABELLA	0.782	7	78,200	TUSCOLA	0.967	11	96,700
JACKSON	1.926	24	192,600	VAN BUREN	0.901	0	90,100
KALAMAZOO	2.010	27	201,000	WASHTENAW	2.196	34	219,600
KALKASKA	0.435	4	43,500	WAYNE	14.407	60	1,440,700
KENT	4.123	77	412,300	WEXFORD	0.555	9	55,500
KEWEENAW	0.188	2	18,800	<b>TOTAL</b>	<b>100</b>		<b>\$10,000,000</b>

## PART ONE:

# Law Enforcement Coordination, Training, and Communications

## I. SHERIFF REPORTS

SRP program data is derived from reports submitted by participating sheriffs' offices as part of their reporting requirements. This data is collected on a state fiscal year basis, October 1 through September 30, of each year.

### COORDINATION OF LAW ENFORCEMENT AGENCIES

Law enforcement coordination methods range from formal written agreements identifying primary responsibility for specific functions and areas of service to informal verbal agreements. The informal agreements usually establish operational procedures for requesting back-up support. Many sheriffs' offices have mutual aid agreements identifying the interagency resources available in the event of a major policing problem within the county. Resources may be in the form of either additional personnel or technical expertise not normally provided by smaller agencies.

The law requires each sheriff, director of the MSP, and director of OHSP to meet and develop a Law Enforcement Plan for the unincorporated areas of each participating county. The Law Enforcement Plans are updated at least every four years, after an election year, and more often if changes occur. The plans were most recently updated in 2009.

In 2011, 74 sheriffs indicated involvement in county and area law enforcement associations or councils for purposes of coordinating criminal justice intelligence data, traffic problems of mutual concern, and investigative deployment in conjunction with undercover operations. Eighty sheriffs reported they provide or participate in a centralized communications system, which is another form of coordination between law enforcement agencies and other public safety and emergency service providers.

The Michigan Sheriffs' Association (MSA) represents the interests of all sheriffs' offices and coordinates issues of statewide concern based on input from their members.

### LAW ENFORCEMENT TRAINING

The most important types of training attended by deputies during 2011 were:

- >> Firearms/weapons
- >> Legal update
- >> Self defense/restraint
- >> Alcohol enforcement
- >> Traffic accident investigation

Training programs are provided through in-service programs within departments and by regional law enforcement training academies and consortiums. In 2011, 96,974 hours of instruction were provided to 2,922 deputies. Seventy-eight sheriffs' offices provided in-service training sessions to certified road patrol officers.

### COMMUNICATION SYSTEMS

Most sheriffs indicate basic levels of communications are available for emergency response. All county agencies have access to the Law Enforcement Information Network (LEIN).

## II. RECOMMENDATIONS

### IMPROVING LAW ENFORCEMENT COORDINATION

Cooperation between state, county, and local agencies is reducing duplication and ensuring the maximum use of available resources. Some of the recommendations provided by participating sheriffs include:

- >> Increase funding to allow for additional staffing
- >> Improve central dispatch radio systems
- >> Establish a common working radio frequency for law enforcement agencies
- >> Centralize record and data systems
- >> Schedule regular meetings for sharing information
- >> Provide joint training opportunities

### IMPROVING LAW ENFORCEMENT TRAINING

Participating sheriffs identified additional training is needed in the areas of:

- >> Beyond the stop/interdiction
- >> Report writing
- >> Fraudulent identification
- >> Commercial motor vehicles
- >> Pursuit driving

### IMPROVING LAW ENFORCEMENT COMMUNICATIONS

Most participating sheriffs indicated a need for continued development of communications systems. Deputies in 14 counties reported being unable to communicate with their radio dispatcher from their patrol vehicle, with 3 percent to 25 percent of the county area not reliably covered. Deputies in 31 counties reported being unable to communicate when using portable radios, with 1 percent to 95 percent of the county area not reliably covered. This results in a potentially hazardous environment for both law enforcement and the public. In some cases, the communications equipment purchased for the existing dispatch facilities and field units is outdated, in need of continual repair, or completely inoperable.

Participating sheriffs requested the following improvements:

- >> Additional portable equipment, such as hand-held radios
- >> Additional system-wide equipment, such as 800 MHz, high-band radio systems
- >> Additional mobile equipment, such as mobile data terminals
- >> Better patch between their radios and the 800 MHz system
- >> Mutual frequencies

### IMPROVING SERVICES PROVIDED

Numerous agencies advise the following enhancements would improve services provided under Public Act 416 of 1978:

- >> Additional/increased funding
- >> Specialized training for SRP deputies
- >> Additional opportunities to partner with the community to provide programs in the areas of driver's education, hazards of drinking and driving, safety belt use, teen driving, distractions such as cell phones and other electronic devices, and mock traffic crash demonstrations at schools



## PART TWO:

# Impact and Cost Effectiveness Study

## I. EVALUATION BACKGROUND INFORMATION

### NUMBER OF COUNTIES INCLUDED IN EVALUATION

This report includes MOE and crash data from all 83 Michigan counties. The activity data for fiscal year 2011 includes 82 of Michigan's 83 counties as Schoolcraft County declined SRP program funding in 2011.

### DEFINITIONS OF VARIABLES USED IN THIS REPORT

- >> Accident Investigation—Response to reported accidents, initial investigation, and evidence collection.
- >> Accident (or Crash)—A motor vehicle crash reported to the MSP by state, county, or local law enforcement. With few exceptions, OHSP prefers the term *crash* because it does not infer or assign responsibility for the act. The exception is incidents determined to be acts of intent. For example, if a fugitive intentionally crashes his or her car into a patrol car in an effort to elude police, the crash is deemed intentional and is not reported to the state as a traffic crash.
- >> Alcohol-Related Crashes—Traffic crashes where one or more of the drivers involved had been drinking.
- >> Arrests—Criminal arrests, either felony or misdemeanor, including appearance tickets.
- >> Citations—All violations of either state law or local ordinance, both moving and non-moving violations.
- >> Crime—Felony and misdemeanor crimes reported to the MSP Uniform Crime Reporting System by state, county, and local agencies as substantiated crimes.
- >> Criminal Complaint Responses—The response to any situation where a citizen reports a crime (felony or misdemeanor) was committed or is in progress.
- >> Law Enforcement Assistance—Assisting a law enforcement officer of a different department (federal, state, or local) or of the same department. This includes Michigan Department of Natural Resources officers, Liquor Control Commission personnel, etc.
- >> Motorist Assist—Assisting citizens who need help. This is primarily where an automobile becomes inoperative and the citizen is stranded.

### EVALUATION GOALS

- >> To determine whether the participating counties are continuing to maintain their county-funded road patrol at a level comparable to or greater than the base line period of October 1, 1978.
- >> To determine the activity level of SRP program deputies.

## II. PERSONNEL AND ACTIVITIES ANALYSIS

Activity data is derived from semi-annual and annual program reports submitted to OHSP by participating sheriffs' offices. For 2011, the activity was compiled according to the

state fiscal year, October 1, 2010, to September 30, 2011.

### SERVICES PROVIDED

The main focus of the SRP program is traffic enforcement and crash investigation on secondary roads. In addition, SRP program deputies provide assistance to persons on secondary roads, enforce violations of criminal laws which are observed during patrol, provide vehicle inspection programs, and provide traffic safety education programs.

### FUNDING

In fiscal year 1992, the SRP program began a transition from 100 percent General Fund support to partial General Fund monies along with surcharges on traffic citations (Restricted Funds). Public Act 163 of 1991 mandated \$5 be assessed on most moving violations to be deposited into a Secondary Road Patrol and Training Fund. The funding is used for Secondary Road Patrol and Traffic Accident Prevention grants and training through the Michigan Commission on Law Enforcement Standards (MCOLES). In 2001, this surcharge was increased to \$10 while the General Fund portion was decreased in fiscal year 2002. The General Fund appropriation was eliminated in 2003.

OHSP distributes all available funds under Public Act 416 of 1978 while maintaining the fiscal integrity of the SRP program. Each July or August, OHSP estimates the funding amount for the next fiscal year, applies a distribution formula, and notifies each county of its projected allocation. The estimate is based on current and past revenue collections and projected changes in the economy or other factors and includes any projected carryforward funds from the current fiscal year. One percent of the appropriation is allocated to OHSP for administration of the SRP program.

A mid-year adjustment of the allocation to the counties in the current fiscal year may be made if the revenue collection or the carryforward funds significantly exceed or fall short of projections. Unused funds carry over into the next fiscal year.

If a county does not qualify under Public Act 416 of 1978 and does not receive SRP program funding, the allocated funds will remain available through the fiscal year in case the county comes into compliance. Unused monies from all counties are added to the next fiscal year's total budget. Unused monies do not accumulate for a county beyond a fiscal year.

In fiscal year 2011, an allocation of \$10 million was made available to all Michigan counties.

## SRP APPROPRIATIONS HISTORY

FISCAL YEAR	GENERAL FUND APPROPRIATION	RESTRICTED FUND APPROPRIATION	TOTAL APPROPRIATION
1979	\$8,700,000		\$8,700,000
1980	\$8,700,000		\$8,700,000
1981	\$6,400,000		\$6,400,000
1982	\$6,500,000		\$6,500,000
1983	\$6,500,000		\$6,500,000
1984	\$6,500,000		\$6,500,000
1985	\$6,700,000		\$6,700,000
1986	\$7,100,000		\$7,100,000
1987	\$7,300,000		\$7,300,000
1988	\$7,480,000		\$7,480,000
1989	\$7,423,900		\$7,423,900
1990	\$7,239,500		\$7,239,500
1991	\$7,239,500		\$7,239,500
1992	\$3,041,500	\$3,744,500	\$6,786,000
1993	\$1,544,000	\$5,244,500	\$6,788,500
1994	\$1,544,600	\$5,244,500	\$6,789,100
1995	\$2,546,400	\$4,644,500	\$7,190,900
1996	\$3,048,200	\$5,944,100	\$8,992,300
1997	\$3,048,200	\$6,335,200	\$9,383,400
1998	\$3,137,800	\$5,701,300	\$8,839,100
1999	\$4,532,600	\$6,069,000	\$10,601,600
2000	\$5,785,400	\$6,152,300	\$11,937,700
2001	\$6,327,100	\$6,152,300	\$12,479,400
2002	\$1,603,800	\$10,902,300	\$12,506,100
2003		\$12,506,600	\$12,506,600
2004		\$14,006,600	\$14,006,600
2005		\$14,012,100	\$14,012,100
2006		\$14,020,100	\$14,020,100
2007		\$14,019,500	\$14,019,500
2008		\$14,029,900	\$14,029,900
2009		\$14,030,100	\$14,030,100
2010		\$14,034,500	\$14,034,500
2011		\$14,037,000	\$14,037,000

Note: Beginning in December 2002, the \$5 surcharge on moving violations, which funds the restricted portion of the appropriation, was doubled to \$10. The general fund appropriation was decreased for 2002 and was eliminated in 2003.

## PERSONNEL

The largest expenditure of SRP program funds is for personnel including salaries and fringe benefits.

Number of Road Patrol Deputies in Fiscal Year 2011 .... 2,125.5  
SRP Funded.....155.0  
County Funded..... 1,970.5

The table on page seven shows the number of SRP program deputies employed each fiscal year as compared to CFRP deputies.

Beginning in 2006, CFRP includes deputies funded with county funds, local government contracts, grants, or any other non-SRP program funding sources.

## ACTIVITY

SRP program deputies may patrol, monitor for traffic law violations, and investigate accidents on county primary roads and county local roads. A deputy observing a criminal law violation while patrolling may make an arrest. Deputies may also take a criminal complaint in their patrol area if it is observed or brought to the deputy's attention while patrolling secondary roads. In addition, deputies aid motorists, serve as community traffic safety instructors, and patrol in county parks.

The activity data in the charts starting on page 23 is based on program reports submitted by each participating sheriff's office for fiscal year 2011. The average level of traffic enforcement activity, a primary focus for the SRP program, continued to surpass that of the CFRP deputies.

## SECONDARY ROAD PATROL DEPUTY OF THE YEAR PROGRAM

The SRP Deputy of the Year Award was created to honor deputies or sergeants who show initiative, display a positive image of the sheriff's office both on and off-duty, and show outstanding work performance in the four service areas of the SRP program: patrolling and monitoring traffic violations, enforcing the law, investigating motor vehicle crashes, and providing emergency assistance. The awards program is sponsored by OHSP in partnership with the MSA.

Oakland County Sheriff's Deputy Harry Joseph, Jr., was honored with the SRP Deputy of the Year Award at the MSA 2011 Fall Training Conference.



Deputy Harry Joseph, Jr.

A 13-year veteran of one of the largest sheriff's offices in the state, Deputy Joseph has been an SRP program deputy for four years and is known as a firm but compassionate professional.

During his time with the SRP program, he has made more than 300 arrests and written more than 5,000 citations while maintaining a good rapport with the community. Community is very important to Deputy Joseph and he frequently represents the sheriff's office at community events, works during the Woodward Dream Cruise, and gives station tours during which he proudly shows off his patrol car and answers questions. An animal lover, Deputy Joseph also fosters dogs from local shelters and works to place them in new homes.

He is a trained crash reconstructionist and has investigated more than 50 fatal and near fatal crashes during his time as an SRP program deputy. Deputy Joseph has used his training and expertise to obtain multiple convictions while serving as an expert witness and often assists other departments with investigations and traffic stops.

He has looked "beyond the stop" on many occasions and has been involved in recovering a stolen vehicle, apprehending a bank robber, and assisting the FBI in identifying a person suspected of having ties to a terrorist organization—all while policing traffic stops.

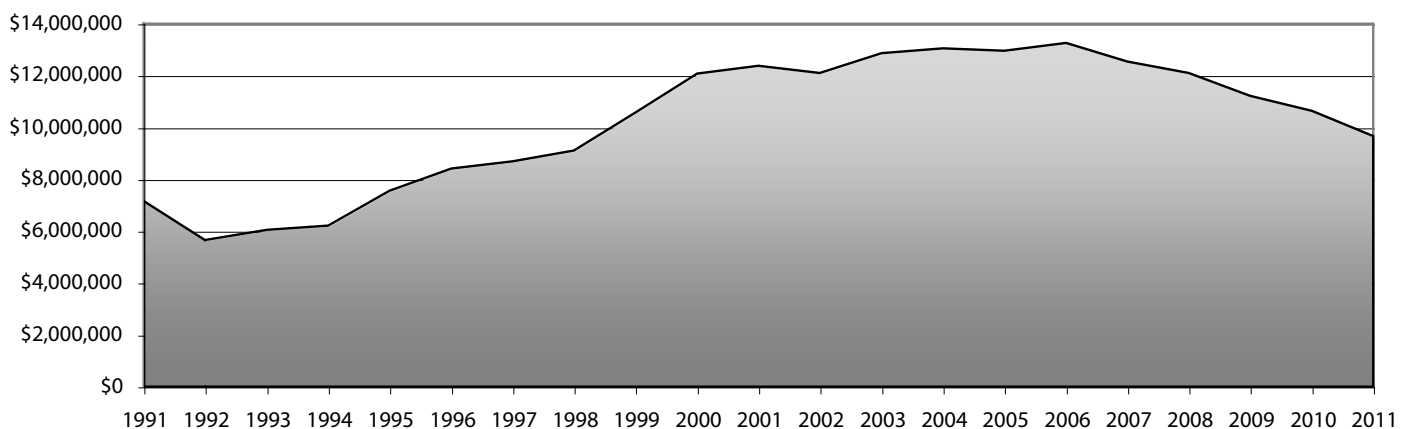
A consummate professional, Deputy Joseph has received outstanding performance reviews from three sergeants while working SRP duty as well as recognition from Oakland County Sheriff Michael Bouchard.

## LAW ENFORCEMENT TRAINING OPPORTUNITIES IN 2011

OHSP offered training in the following areas:

- >> Standardized Field Sobriety Testing (SFST)—SFST includes a battery of three tests administered and evaluated in a standardized manner to obtain validated indicators of impairment and establish probable cause for arrest. Fifty-six practitioner schools were provided, resulting in 780 officers trained. Ninety-nine refresher schools were held for 1,208

## SRP REVENUE



## HISTORICAL COMPARISON OF NUMBER OF SRP DEPUTIES AND CFRP DEPUTIES

FISCAL YEAR	PROGRAM YEAR	SRP DEPUTIES	CFRP DEPUTIES
1979	1st	287.0	1,123.0
1980	2nd	291.3	N/A
1981	3rd	215.4	N/A
1982	4th	194.2	1,296.0
1983	5th	188.7	1,301.1
1984	6th	176.7	1,310.2
1985	7th	174.7	1,294.0
1986	8th	171.1	1,281.3
1987	9th	170.1	1,301.9
1988	10th	167.0	1,316.5
1989	11th	173.7	1,304.5
1990	12th	173.4	1,286.4
1991	13th	159.5	1,302.5
1992	14th	155.5	1,363.2
1993	15th	150.5	1,695.0
1994	16th	150.0	1,686.0
1995	17th	150.1	1,769.9
1996	18th	162.5	1,836.1
1997	19th	164.7	1,908.2
1998	20th	167.6	2,036.3
1999	21st	175.0	2,102.4
2000	22nd	191.0	2,249.3
2001	23rd	192.0	2,325.7
2002	24th	192.7	2,367.5
2003	25th	183.0	2,331.1
2004	26th	181.8	2,358.8
2005	27th	178.4	2,433.7
2006	28th	175.5	2,433.5
2007	29th	174.9	2,070.0
2008	30th	170.5	2,227.3
2009	31st	167.2	2,134.0
2010	32nd	160.4	2,057.9
2011	33rd	155.0	1,970.5

*Beginning in 2006, county funded included officers funded with county funds, local government contracts, grants, or any other non-SRP funding source.*

officers.

- >> Advanced Roadside Impaired Driving Enforcement (ARIDE)—The ARIDE program provides officers and prosecutors with general knowledge related to drug impairment. Nine ARIDE schools were held with 274 students being trained to identify drivers under the influence of drugs and/or drugs and alcohol combinations.

- >> Drug Recognition Expert (DRE) School—The DRE School is an intensive three-week course designed to provide officers with training enabling them to better identify drivers under the influence of substances other than alcohol. The school teaches a standardized and systematic approach to enhance an officers ability to detect and apprehend drug-impaired drivers. Michigan conducted its first DRE School in 2011 and graduated 15 Michigan officers, five Michigan prosecutors and seven Ohio officers as certified Drug Recognition Experts.
- >> Underage Drinking Enforcement Programs—Law enforcement agencies in six counties received training emphasizing education, prevention, enforcement, and adjudication to discourage minors from consuming alcohol and adults from providing alcohol to minors.
- >> OHSP provided grant funding for four officers from agencies receiving Safe Communities grants to attend Child Passenger Safety Technician Certification training. This training allows certified technicians to educate parents on the proper selection, installation, and use of child car seats.
- >> OHSP provided statistical data training to help law enforcement better identify traffic problems within their jurisdictions and write Specific, Measurable, Action-oriented, Reasonable, and Timely (SMART) goals to better evaluate their performance measures. The training also included demonstrations on how to use the Michigan Traffic Crash Facts Web Site Data Query Tool to obtain baseline trend data for problem identification.

### MONITORING

OHSP's administrative responsibilities include monitoring the compliance of sheriffs' offices participating in the SRP program. Counties are selected each year for a monitoring review based on length of time since the previous monitoring review was conducted and the results of the previous monitoring review. In addition, a few counties are randomly chosen. The monitoring reviews are performed with the idea of working with the county to improve the SRP program, not to be punitive.

A monitoring review consists of an on-site visit to the county during which an OHSP representative meets with the county personnel who oversee the SRP program and financial functions. In many cases, the OHSP representative also has an opportunity to meet with the sheriff. The OHSP representative reviews the previous year's officer daily reports for all SRP deputies, reconciles expenditures reported during the program year, reviews the county's accounting procedures, and reviews the duty roster or schedule for MOE compliance.

As a result of the monitoring review, some counties may be asked to make certain changes in the way they conduct or administer their SRP program. These requests involve program and financial changes which OHSP later verifies to ensure the adjustments were made by the county.

The results of the monitoring reviews show the intent of most participating sheriffs' offices is to operate an SRP pro-

gram to fully satisfy the requirements of Public Act 416 of 1978. The majority of participating sheriffs' offices satisfy the SRP program requirements and SRP deputies are performing traffic-related duties on secondary roads the majority of the time.

In fiscal year 2011, OHSP conducted monitoring reviews in 11 counties.

### III. TRAFFIC CRASHES

At the time of this report, crash data was accurate through December 31, 2010.

- >> County profiles—The number of reported crashes varies greatly by county in Michigan due to the state's geography and demographics. Southeastern Michigan is densely populated while the rest of the state is predominately rural, particularly in the Upper Peninsula.
- >> General crash trends—There were 937 persons killed and 70,501 persons injured in 282,075 reported motor vehicle traffic crashes in Michigan during 2010. When compared to 2009, the number of deaths increased 7.6 percent, persons injured decreased 0.6 percent, and total reported crashes decreased 3.1 percent.
- >> Alcohol/drug-related crashes—Of all fatal crashes, 37.9 percent involved at least one impaired operator, bicyclist, or pedestrian, 22.1 percent involved drinking but no drugs, 7.5 percent involved drugs but no drinking, and 8.3 percent involved both drinking and drugs.

### IV. COST EFFECTIVENESS

A report by the Michigan Department of Management and Budget Office of Criminal Justice in April 1982 suggested SRP program deputies were more cost effective for patrolling and monitoring traffic than CFRP deputies. The report indicated the average SRP program deputy cost 13 percent

less than a CFRP deputy, while at the same time productivity of an SRP program deputy exceeded that of a CFRP deputy. However, since the duties of SRP program deputies differ from those of regular CFRP deputies, it is impossible to make a completely accurate cost comparison between the two. Deputies dedicated solely to monitoring traffic understandably produce more traffic-related activity than those who have more diverse responsibilities.

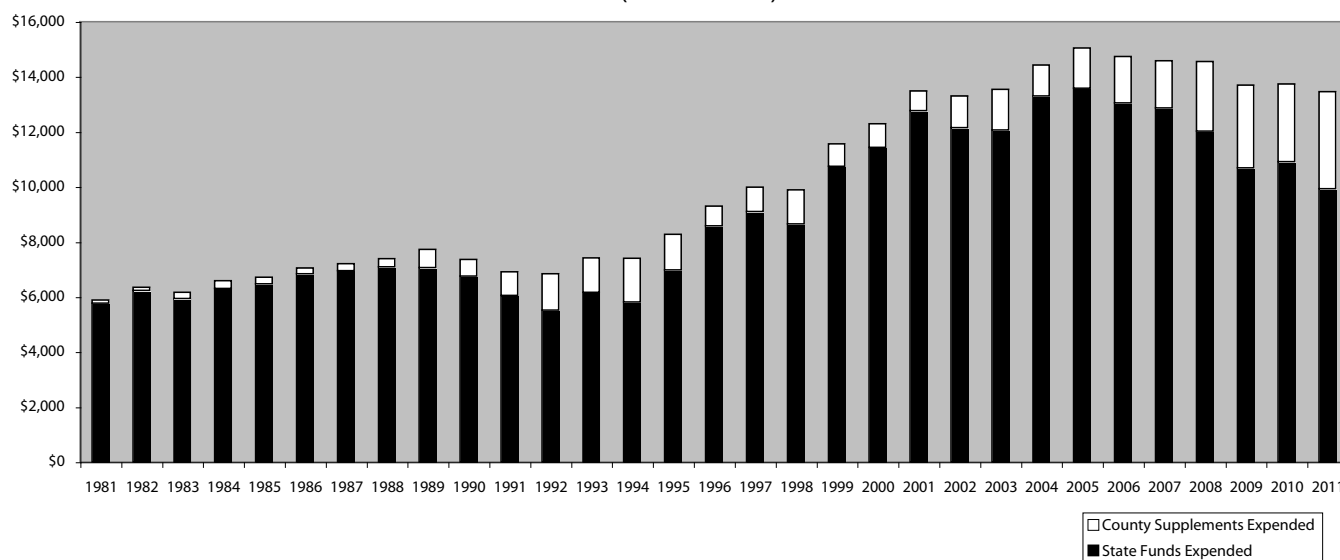
Counties develop budgets for the SRP program during August and September and provide OHSP a best estimate of how SRP program funds will be utilized. Each county may develop a budget according to its own needs. Some counties include only salaries and wages, while others allocate funding for all SRP program expenses. In addition, some counties supplement the SRP program while others choose to utilize only the available state funds.

In fiscal year 2011, the total reported program expenditures, including SRP state program funds and reported contributions of county funds, was \$13,463,285. This supported the full-time equivalent of 155 SRP program deputies and related expenses including personnel costs, equipment, vehicle maintenance, uniform allowance, and travel. The total cost per SRP program deputy was \$86,860.

The breakdown between budget categories can fluctuate greatly from year to year and should not be used for multi-year comparisons. For example, a county may use a large percentage of its allocation for SRP program personnel costs one year while choosing to purchase more equipment, such as a new vehicle, speed measuring devices, or breath testing equipment, the next year.

The amount of county supplemented funds, which is included in the total reported program expenditures, can also fluctuate widely from year to year. Some counties choose to report only personnel and a few related expenses while ab-

**TOTAL EXPENDITURES**  
(in thousands)





sorbing the rest of the cost of the SRP program in the overall county budget without reporting it to OHSP. As a result, the county supplement should only be used as a general indicator of the degree of additional financial support that is provided by the counties for the SRP program and should not be used for year-to-year comparisons.

## V. SYNOPSIS OF ACTIVITIES

### AVERAGE ACTIVITY LEVELS PER SRP PROGRAM DEPUTY FOR FISCAL YEAR 2011

*Based on 155 SRP Program Deputies*

Operating While Intoxicated (OWI) arrests per deputy .....	10
Criminal arrests per deputy.....	45
Motorist assists per deputy.....	36
Traffic crash investigations per deputy.....	81
Enforcement assists per deputy.....	130
Criminal complaints per deputy.....	95
Traffic citations per deputy.....	545

### CUMULATIVE SRP PROGRAM FIGURES FOR PARTICIPATING COUNTIES IN FISCAL YEAR 2011

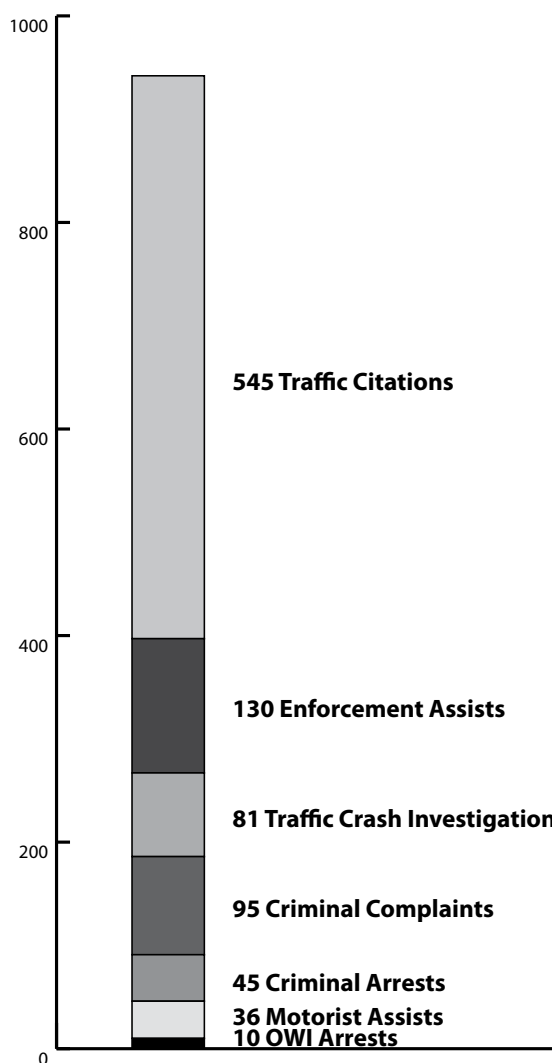
Miles of patrol .....	3,168,735
Traffic stops.....	117,694
Verbal warnings .....	49,674
Traffic citations .....	84,468
Traffic crash investigations.....	12,511
OWI arrest involving alcohol .....	1,270
OWI arrest involving drugs .....	205
Criminal reports .....	14,679
Criminal arrests.....	6,898
Motorist assists.....	5,563
Law enforcement assists to their own agency.....	9,821
Law enforcement assists to other agencies.....	10,320
Calls for assistance in county parks.....	208
Citations in county parks .....	1,957
Non-traffic arrests in county parks.....	63
Community safety training sessions .....	734
Citizens instructed .....	29,055

### CONCLUSION

This annual report documents activity and evaluates the effectiveness of the SRP program. While it is possible to make comparisons of activity between individual program years, no base line data exists for activity prior to October 1, 1978.

OHSP believes the SRP program plays a significant role in Michigan's traffic safety efforts. A visible law enforcement presence on secondary roads has a positive impact on driver behavior and helps enhance efforts to reduce traffic fatalities and injuries.

**FISCAL YEAR 2011 AVERAGE ACTIVITIES PER SRP DEPUTY**



# Public Act 416 of 1978

*Executive Order 1989-4 (October 1, 1989) transferred administration of the SRP program from the Department of Management and Budget Office of Criminal Justice to the Department of State Police Office of Highway Safety Planning. References to "Office of Criminal Justice" may, therefore, be replaced with "Office of Highway Safety Planning."*

## SEC. 51.76

- (1) As used in this section, "county primary roads," "county local roads," and "state trunk line highways" mean the same as those terms are defined in Act No. 51 of the Public Acts of 1951, as amended, being sections 247.651 to 247.673 of the Michigan Compiled Laws. However, state trunk line highways does not include freeways as defined in section 18a of Act No. 300 of the Public Acts of 1949, being section 257.18a of the Michigan Compiled Laws.
- (2) Each sheriff's department shall provide the following services within the county in which it is established and shall be the law enforcement agency primarily responsible for providing the following services on county primary roads and county local roads within that county, except for those portions of the county primary roads and county local roads within the boundaries of a city or village; and on those portions of any other highway or road within the boundaries of a county park within that county:
  - (a) Patrolling and monitoring traffic violations.
  - (b) Enforcing the criminal laws of this state, violations of which are observed by or brought to the attention of the sheriff's department while providing the patrolling and monitoring required by this subsection.
  - (c) Investigating accidents involving motor vehicles.
  - (d) Providing emergency assistance to persons on or near a highway or road patrolled and monitored as required by this subsection.
- (3) Upon request, by resolution, of the legislative body of a city or village, the sheriff's department of the county in which the city or village is located shall provide the services described in subsection (2)(a), (c), and (d) on those portions of county primary roads and county local roads and state trunk line highways within the boundaries of the city or village, which are designated by the city or village in the resolution. Upon request, by resolution, of the legislative body of a city or village, the sheriff's department of the county in which the city or village is located shall provide a vehicle inspection program on those portions of the county primary roads and county local roads within the boundaries of the city or village, which are designated by the legislative body of the city or village in the resolution. A resolution adopted by a city or village under this subsection shall not take effect unless the resolution is approved by the county board of commissioners of the county in which the city or vil-

lage is located. A resolution of the city or village which is neither approved nor disapproved by the county board of commissioners within 30 days after the resolution is received by the county board of commissioners shall be considered approved by the county board of commissioners. A resolution adopted by a city or village to request services under this subsection shall be void if the city or village reduces the number of sworn law enforcement officers employed by the city or village below the highest number of sworn law enforcement officers employed by the city or village at any time within the 36 months immediately preceding the adoption of the resolution. A concurrent resolution adopted by a majority vote of the Senate and the House of Representatives which states that the city or village is required to reduce general services because of economic conditions and is not reducing law enforcement services shall be presumptive that the city or village has not violated the strictures of this subsection.

- (4) This section shall not be construed to decrease the statutory or common law powers and duties of the law enforcement agencies of this state or of a county, city, village, or township of this state.

## SEC. 51.77

- (1) Before a county may obtain its grant from the amount annually appropriated for Secondary Road Patrol and Traffic Accident Prevention to implement section 76, the county shall enter into an agreement for the secondary road patrol and traffic accident prevention services with the Office of Criminal Justice. A county applying for a grant for Secondary Road Patrol and Traffic Accident Prevention shall provide information relative to the services to be provided under section 76 by the sheriff's department of the county which information shall be submitted on forms provided by the Office of Criminal Justice. By April 1 of each year following a year for which the county received an allocation, a county which receives a grant for Secondary Road Patrol and Traffic Accident Prevention shall submit a report to the Office of Criminal Justice on a form provided by the Office of Criminal Justice. The report shall contain the information described in subsection (6). An agreement entered into under this section shall be void if the county reduces its expenditures or level of road patrol below that which the county was expending or providing immediately before October 1, 1978, unless the county is required to reduce general services because of economic conditions and is not merely reducing law enforcement services.
- (2) A grant received by a county for Secondary Road Patrol and Traffic Accident Prevention shall be expended only for the purposes described in section 76 pursuant to the recommendations of the sheriff of that county, and which are approved by the county board of commissioners. The recommendations shall be relative to the

following matters:

- (a) Employing additional personnel to provide the services described in section 76(2) and (3).
  - (b) Purchasing additional equipment for providing the services described in section 76(2) and (3) and operating and maintaining that equipment.
  - (c) Enforcing laws in state parks and county parks within the county.
  - (d) Providing selective motor vehicle inspection programs.
  - (e) Providing traffic safety information and education programs in addition to those programs provided before September 28, 1978.
- (3) The sheriff's department of a county is required to provide the expanded services described in section 76 only to the extent that state funds are provided.
- (4) For the fiscal years beginning October 1, 1980, and October 1, 1981, a county's share of the amount annually appropriated for Secondary Road Patrol and Traffic Accident Prevention shall be the same percentage that the county received, or was eligible to receive, of the total amount allocated to all counties pursuant to section 12 of Act No. 51 of the Public Acts of 1951, as amended, being section 247.662 of the Michigan Compiled Laws, less the amounts distributed for snow removal and engineers, during the period of July 1, 1976, through June 30, 1977. County primary roads and county local roads within the boundaries of a city or village shall not be used in determining the percentage under this section unless the sheriff's department of the county is providing the services described in section 76(2) and (3) within the city or village pursuant to an agreement between the county and the city or village adopted after October 1, 1978. The agreement shall not be reimbursable under the formula described in this subsection unless the city or village is required to reduce general services because of economic conditions and is not merely reducing law enforcement services.
- (5) From the amount annually appropriated for Secondary Road Patrol and Traffic Accident Prevention, the Office of Criminal Justice may be allocated up to one percent for administrative, planning, and reporting purposes.
- (6) The annual report required under subsection (1) shall include the following:
- (a) A description of the services provided by the sheriff's department of the county under section 76, other than the services provided in a county park.
  - (b) A description of the services provided by the sheriff's department of the county under section 76 in county parks in the county.
  - (c) A copy of each resolution by a city or village of the county which requests the sheriff's department of the county to provide the services described in section 76.
  - (d) A copy of each contract between a county and a township of the county in which township the sheriff's department is providing a law enforcement service.
  - (e) The recommendations of the sheriff's department of the county on methods of improving the services provided under section 76; improving the training programs of law enforcement officers; and improving the communications system of the sheriff's department.
  - (f) The total number of sworn officers in the sheriff's department.
  - (g) The number of sworn officers in the sheriff's department assigned to road safety programs.
  - (h) The accident and fatality data for incorporated and unincorporated areas of the county during the preceding calendar year.
  - (i) The crime statistics for the incorporated and unincorporated areas of the county during the preceding calendar year.
  - (j) The law enforcement plan developed under subsection (7).
  - (k) A description of the role alcohol played in the incidences of personal injury traffic accidents and traffic fatalities in the county.
  - (l) Other information required by the Department of Management and Budget.
- (7) The sheriff of each county, the director of the Department of State Police, and the director of the Office of Criminal Justice or their authorized representatives shall meet and develop a law enforcement plan for the unincorporated areas of the county. The law enforcement plan shall be reviewed and updated periodically.
- (8) Before May 1 of each year, the Office of Criminal Justice shall submit a report to the Legislature. The report shall contain the following:
- (a) A copy of each initial report filed before April 1 of that year and a copy of each annual report filed before April 1 of that year under subsection (6).
  - (b) The recommendations of the Office of Criminal Justice on methods of improving the coordination of the law enforcement agencies of this state and the counties, cities, villages, and townships of this state; improving the training programs for law enforcement officers; and improving the communications systems of those agencies.
  - (c) A description of the role alcohol played in the incidences of personal injury traffic accidents and traffic fatalities in this state.
- (9) From the one percent allocated to the Office of Criminal Justice for administration, planning, and reporting, the Office of Criminal Justice shall conduct an impact and cost effectiveness study which will review state, county, and local road patrol and traffic accident prevention efforts. This study shall be conducted in cooperation with the Michigan Sheriffs' Association, the Michigan Association of Chiefs of Police, and the Department of State Police. Annual reports on results of the study shall be submitted to the Senate and House appropriations committees by April 1 of each year.



## **Tables, Charts, and Graphs**

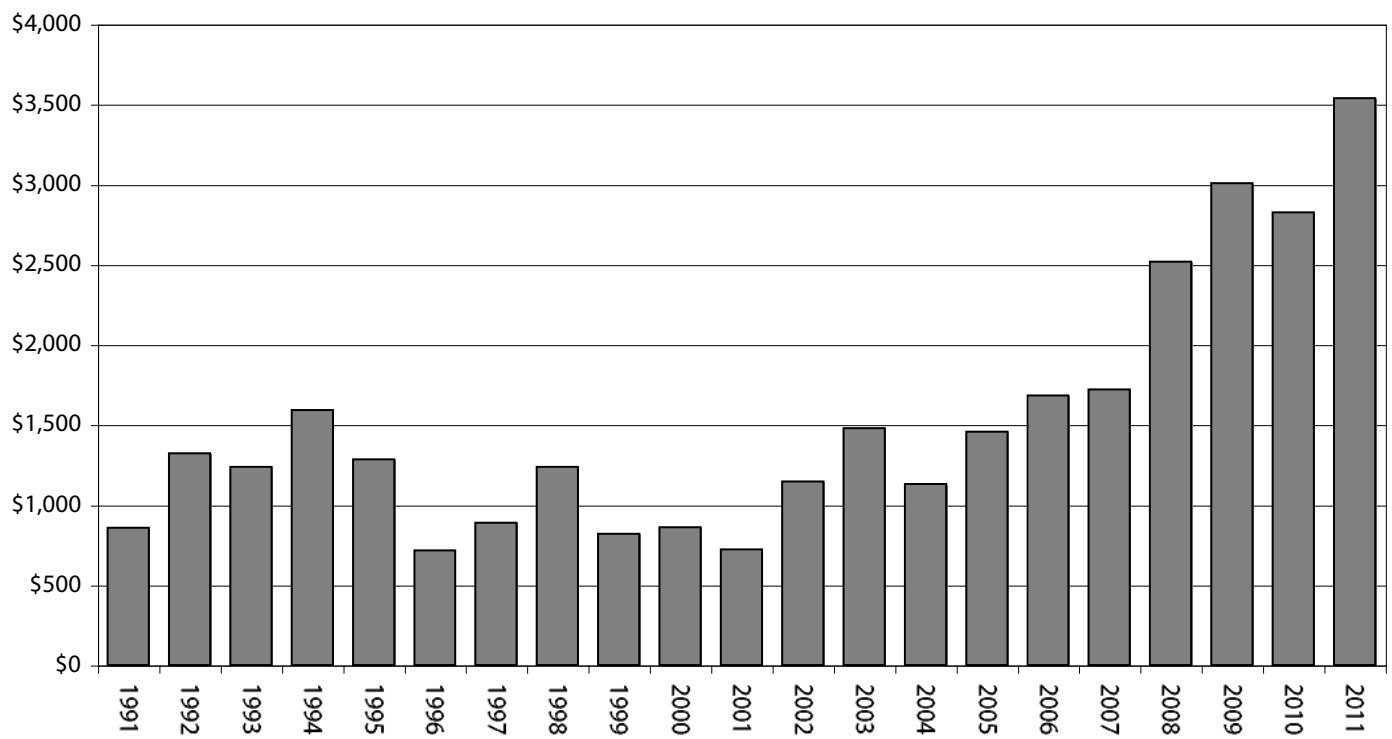


### HISTORY OF SRP PROGRAM STATE FUNDS AVAILABLE AND EXPENDED

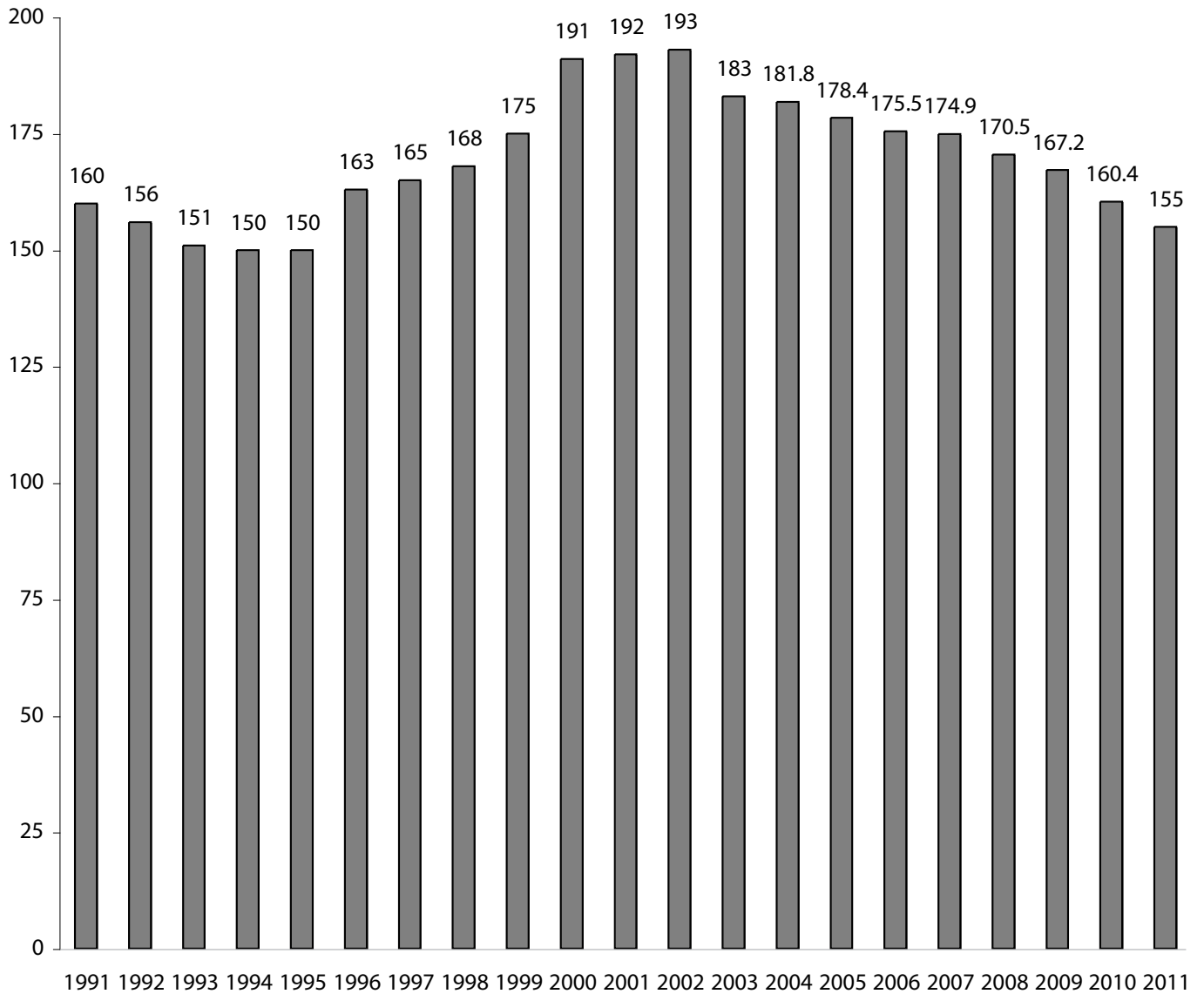
FISCAL YEAR	STATE FUNDS AVAILABLE TO COUNTIES	STATE FUNDS EXPENDED BY COUNTIES
1979	\$8,700,000	\$7,363,066
1980	\$8,400,000	\$7,821,779
1981	\$6,293,700	\$5,771,668
1982	\$6,275,000	\$6,236,537
1983	\$6,200,000	\$5,948,375
1984	\$6,500,000	\$6,302,485
1985	\$6,700,000	\$6,476,408
1986	\$7,100,000	\$6,847,170
1987	\$7,300,000	\$6,948,671
1988	\$7,424,000	\$7,087,056
1989	\$7,423,900	\$7,070,364
1990	\$7,239,500	\$6,757,680
1991	\$6,507,800	\$6,058,307
1992	\$5,664,999	\$5,519,269
1993	\$6,204,340	\$6,173,778
1994	\$6,000,000	\$5,815,355
1995	\$7,200,000	\$6,984,916
1996	\$8,900,000	\$8,583,919
1997	\$9,400,000	\$9,101,059
1998	\$9,000,000	\$8,649,438
1999	\$11,500,000	\$10,739,979
2000	\$12,000,000	\$11,435,192
2001	\$13,500,000	\$12,766,294
2002	\$12,385,600	\$12,156,256
2003	\$12,385,600	\$12,063,463
2004	\$13,866,731	\$13,298,815
2005	\$13,872,000	\$13,586,872
2006	\$13,300,000	\$13,051,369
2007	\$13,800,000	\$13,031,927
2008	\$12,300,000	\$12,022,656
2009	\$11,236,000	\$10,690,221
2010	\$11,300,000	\$10,916,730
2011	\$10,000,000	\$9,925,373

*These numbers do not include county contributions  
expended for the SRP program.*

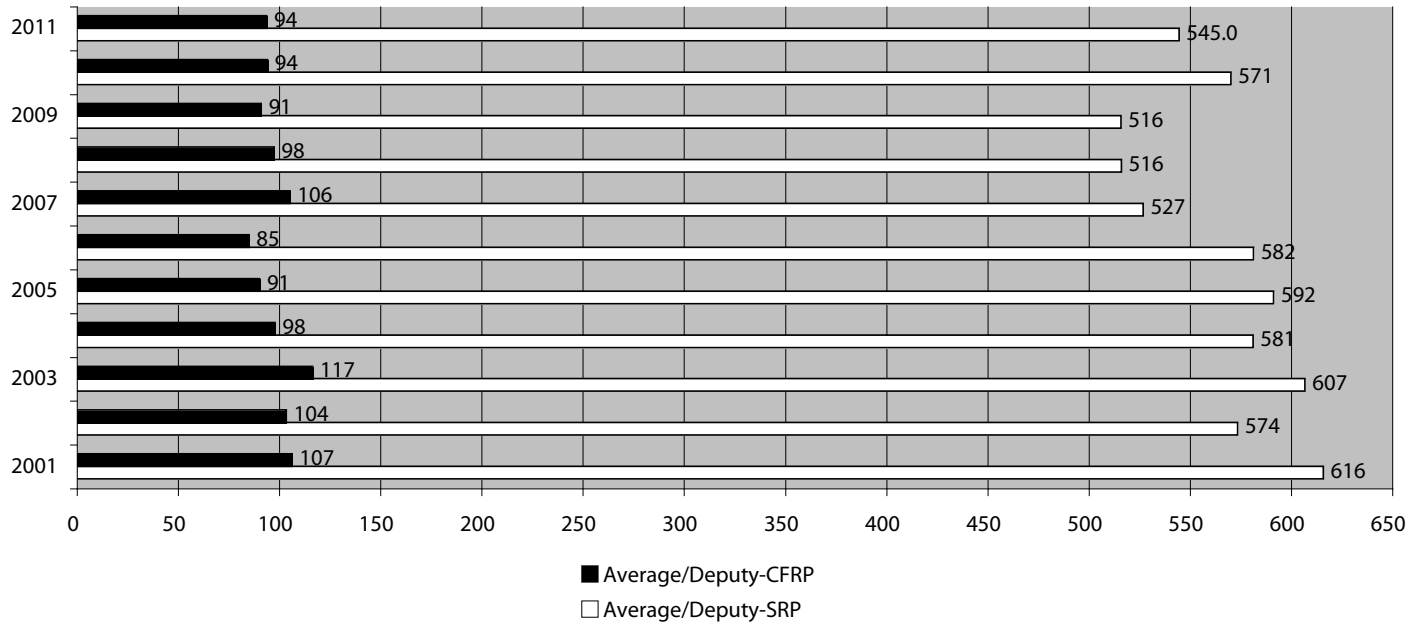
**SRP PROGRAM—COUNTY CONTRIBUTIONS ONLY** (in thousands)



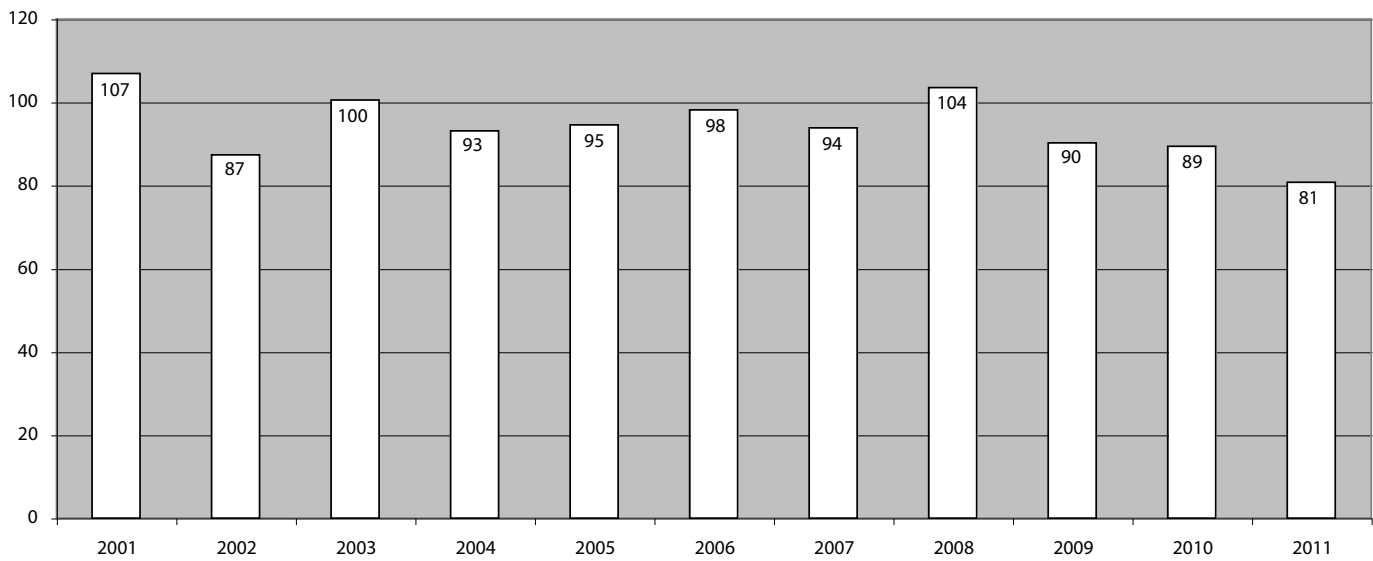
**NUMBER OF SRP DEPUTIES**  
(Full-Time Equivalent)



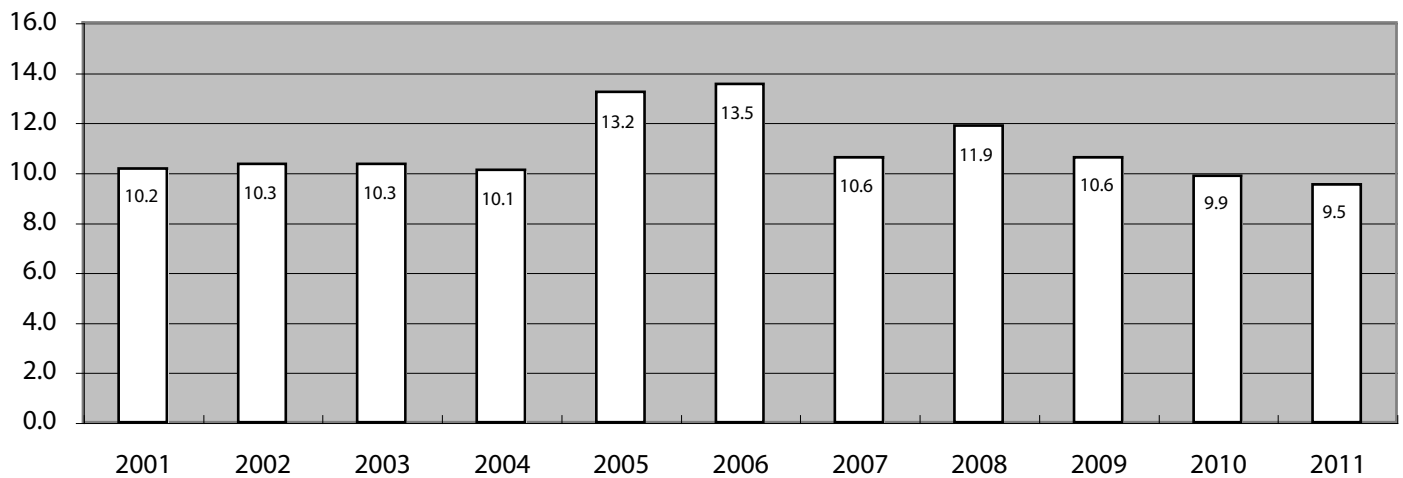
## AVERAGE TRAFFIC CITATIONS PER DEPUTY—SRP AND CFRP



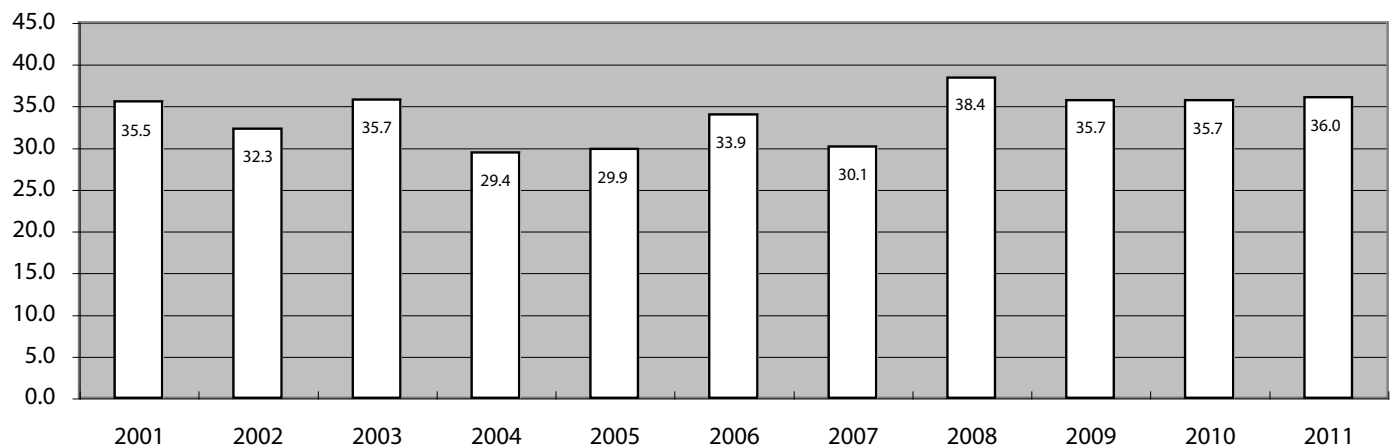
## AVERAGE TRAFFIC CRASH INVESTIGATIONS PER SRP DEPUTY



### AVERAGE OWI ARRESTS PER SRP DEPUTY

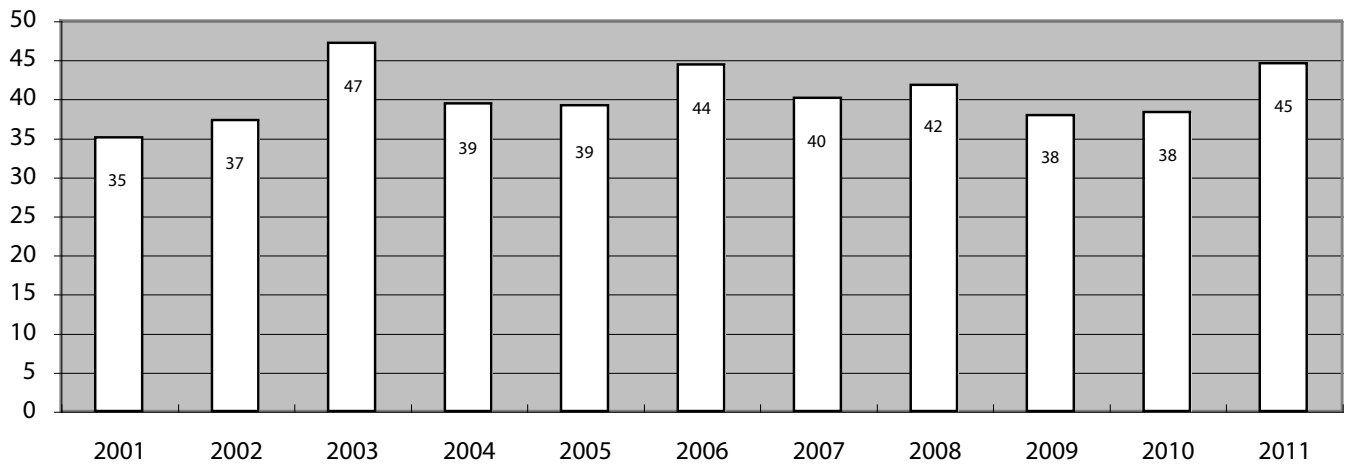


### AVERAGE MOTORIST ASSISTS PER SRP DEPUTY

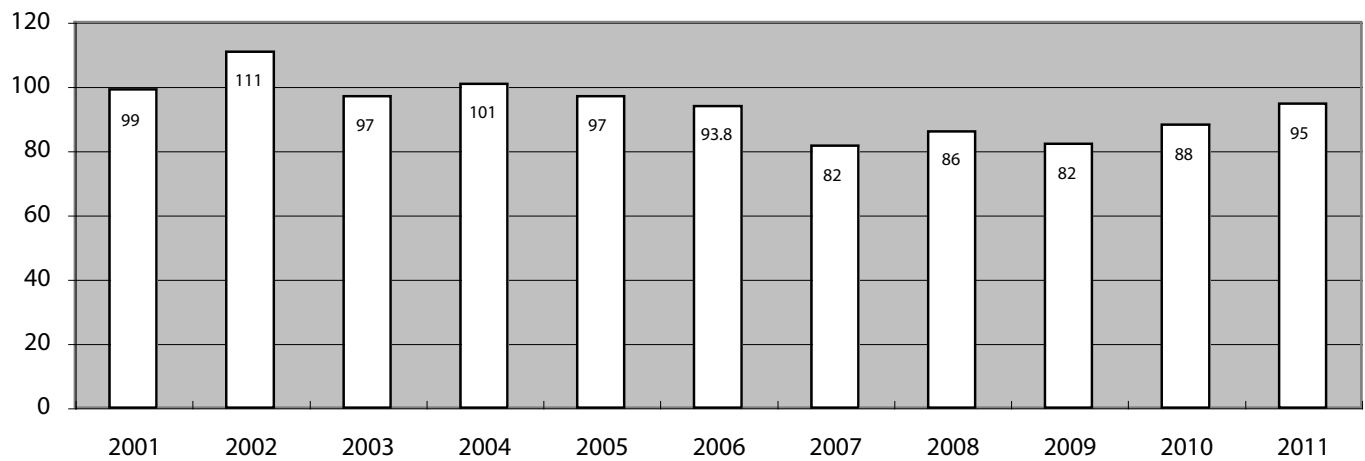




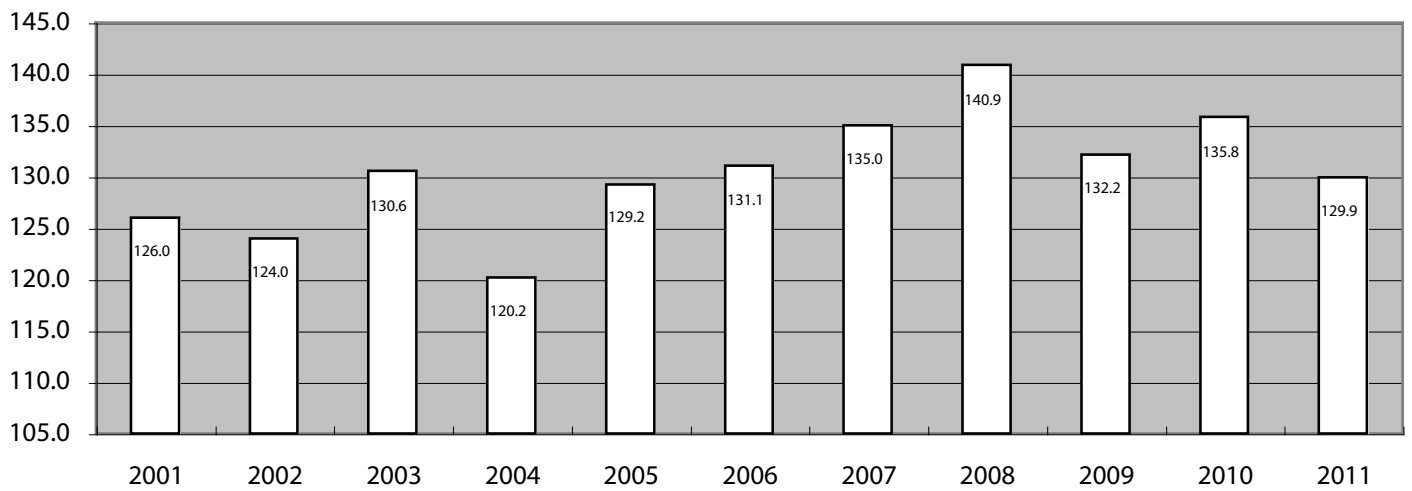
#### AVERAGE CRIMINAL ARRESTS PER SRP DEPUTY



#### AVERAGE CRIMINAL REPORTS PER SRP DEPUTY



### AVERAGE ENFORCEMENT ASSISTS PER SRP DEPUTY



## 2009-2010 MICHIGAN TRAFFIC CRASH SUMMARY

- >> Michigan experienced a 7.6 percent increase in traffic fatalities, a 0.6 percent decrease in injuries and a 3.1 percent decrease in crashes.
- >> Deaths among vehicle occupants (drivers and passengers only) increased 2.3 percent.
- >> Persons sustaining "A" level injuries (the most serious) decreased 8.2 percent.

	2009	2010	PERCENT CHANGE
<b>NUMBER OF CRASHES</b>			
Fatal Crashes	806	868	7.7
Personal Injury Crashes	52,283	51,672	-1.2
Property Damage Crashes	237,889	229,535	-3.5
<b>Total</b>	<b>290,978</b>	<b>282,075</b>	<b>-3.1</b>
<b>ALCOHOL-INVOLVED CRASHES</b>			
Fatal Crashes	277	264	-4.7
Personal Injury Crashes	4,163	4,007	-3.7
Property Damage Crashes	6,225	5,715	-8.2
<b>Total</b>	<b>10,665</b>	<b>9,986</b>	<b>-6.4</b>
<b>FATAL CRASHES</b>			
Had Been Drinking	277	264	-4.7
Had Not Been Drinking/Not Known If Drinking	529	604	14.2
<b>PERSONS IN CRASHES</b>			
Killed	871	937	7.6
Injured	70,931	70,501	-0.6
Not Injured	427,758	428,000	0.1
Unknown Injury	61,062	48,329	-20.9
<b>Total</b>	<b>560,622</b>	<b>547,767</b>	<b>-2.3</b>
<b>PERSONS IN ALCOHOL-INVOLVED CRASHES</b>			
Killed	299	283	-5.4
Injured	5,678	5,458	-3.9
Not Injured	11,821	11,139	-5.8
Unknown Injury	2,128	1,615	-24.1
<b>Total</b>	<b>19,926</b>	<b>18,495</b>	<b>-7.2</b>
<b>PERSONS INJURED BY GENDER</b>			
Male	32,072	32,132	0.2
Female	37,967	37,792	-0.5
Unknown Gender	892	577	-35.3
<b>Total</b>	<b>70,931</b>	<b>70,501</b>	<b>-0.6</b>
<b>PERSONS INJURED BY SEVERITY</b>			
Incapacitating Injury (A)	6,511	5,980	-8.2
Non-incapacitating Injury (B)	16,149	17,027	5.4
Possible Injury (C)	48,271	47,494	-1.6
<b>Total</b>	<b>70,931</b>	<b>70,501</b>	<b>-0.6</b>



**2011**  
**Secondary Road Patrol**  
**Summary from**  
**Semi-Annual Reports**

## 2011 SRP SUMMARY FROM SEMI-ANNUAL REPORTS

	Average Sworn Officers	Average CFRP Officers	Average SRP Officers	Total Miles by SRP Officers	Total Miles by CFRP Officers	Total Stops by SRP Officers	Total Stops by CFRP Officers
ALCONA	14	12	2	39,831	128,168	398	1,331
ALGER	8	0	1	15,112	-	86	-
ALLEGAN	53.5	30	3	76,727	683,521	3,029	7,414
ALPENA	17	11	1	16,460	100,828	402	710
ANTRIM	13.75	11.75	2	31,961	260,191	1,501	1,982
ARENAC	14.25	6.25	1	21,396	147,155	1,079	4,588
BARAGA	5	4	1	9,307	38,191	29	93
BARRY	30.5	14	1	18,810	269,821	464	1,999
BAY	34	31	3	57,183	367,693	4,833	6,018
BENZIE	10	7	1	13,781	105,765	218	1,300
BERRIEN	71	71	2	38,096	695,387	1,250	7,341
BRANCH	29	18	2	61,141	400,288	1,749	2,144
CALHOUN	76.5	26	3	85,648	289,982	3,334	547
CASS	21	18	2	40,088	332,763	1,241	2,177
CHARLEVOIX	21	19	1	15,194	160,389	772	2,578
CHEBOYGAN	39	10	2	56,195	141,307	794	1,429
CHIPPEWA	21.75	14.75	2	57,236	286,325	1,628	523
CLARE	32	15	1	23,141	271,003	891	1,718
CLINTON	21	16	1	39,590	421,706	1,772	16,593
CRAWFORD	19.75	13.375	1	30,794	154,957	1,603	1,440
DELTA	11.5	10.5	2	31,392	160,694	466	1,468
DICKINSON	17.5	6	2	43,894	109,207	305	630
EATON	75	73	2	51,320	267,555	1,242	2,266
EMMET	24.25	14.25	1	27,929	204,758	4,350	3,796
GENESEE	118.25	46.5	2.75	76,132	564,283	1,189	4,706
GLADWIN	16	10	1	26,134	195,098	1,184	2,667
GOGEBIC	22	6	1	14,471	93,972	210	584
GRAND TRAVERSE	65.25	47	1	16,424	812,080	871	8,528
GRATIOT	21	16	2	68,111	421,999	2,659	5,818
HILLSDALE	37	21.5	2	43,585	102,862	1,154	716
HOUGHTON	16	14	2	29,601	109,336	219	864
HURON	41	13.5	1.5	29,852	326,198	607	3,859
INGHAM	163.25	32	4	82,501	406,489	3,879	13,133
IONIA	22	17	2	37,660	203,332	956	3,108
IOSCO	6	2	1	30,679	50,059	690	505
IRON	9.5	5.5	1	38,414	53,169	490	214
ISABELLA	17	13	2	32,422	243,334	614	1,242
JACKSON	51	51	2.5	29,743	546,683	3,260	16,184
KALAMAZOO	146	38.5	2	53,086	427,058	1,905	5,015
KALKASKA	18	9	1	20,683	231,939	961	614
KENT	232	116.75	5	73,176	1,617,258	2,131	20,809
KEWEENAW	5	4	1	26,339	45,304	129	218

	Average Sworn Officers	Average CFRP Officers	Average SRP Officers	Total Miles by SRP Officers	Total Miles by CFRP Officers	Total Stops by SRP Officers	Total Stops by CFRP Officers
LAKE	14	10	1	22,904	186,856	597	1,805
LAPEER	82	16	2	40,810	657,078	1,819	7,804
LEELANAU	17.75	12.75	1	30,806	358,149	529	1,949
LENAWEE	43.5	30	1.33	27,384	520,725	1,650	5,789
LIVINGSTON	60	29	2	44,854	543,225	4,211	6,175
LUCE	4	2	1	23,828	32,355	536	471
MACKINAC	13	7	0.5	27,783	222,890	403	1,169
MACOMB	237	137	4	40,833	600,000+	2,872	9,425
MANISTEE	15	9	3	24,071	114,157	644	859
MARQUETTE	23	11	2	58,944	159,571	1,170	566
MASON	20	12.42	1.58	24,856	156,655	565	860
MECOSTA	23	16	1.25	17,969	323,462	190	2,627
MENOMINEE	11.5	9	1	30,194	256,903	88	1,409
MIDLAND	57	22	1.5	34,161	433,421	859	4,500
MISSAUKEE	9	7	1	18,978	146,365	402	1,546
MONROE	74.5	47.5	3.25	62,042	no data	1,033	3,166
MONTCALM	29	27	2	45,274	497,165	1,135	3,525
MONTMORENCY	7.25	7.25	1	21,085	112,521	368	1,214
MUSKEGON	62	24	2	41,971	602,802	186	2,605
NEWAYGO	22	14	1	35,433	453,208	1,067	2,061
OAKLAND	597	226.75	7	112,979	-	4,070	-
OCEANA	13	11	2	53,664	238,361	948	1,951
OGEMAW	24.25	13	1	22,542	203,082	1,007	10,412
ONTONAGON	9	8	1	22,218	73,508	31	140
OSCEOLA	21	11.5	1	17,412	140,910	545	1,084
OSCODA	10.75	10	1	17,769	142,388	302	733
OTSEGO	12.25	6.25	1	17,237	52,798	195	425
OTTAWA	129	58	3	35,088	734,565	4,155	30,556
PRESQUE ISLE	12	9	1	28,609	116,559	275	473
ROSCOMMON	34	16	1	24,173	246,866	1,303	6,182
SAGINAW	67.5	33.5	2	47,641	441,475	1,096	4,083
SANILAC	23	14.75	1	22,922	330,553	182	2,317
SHIAWASSEE	43	16	1	23,074	294,140	919	4,014
ST. CLAIR	61.5	41.5	1.5	49,315	-	2,157	-
ST. JOSEPH	24	24	2	27,194	155,546	1,691	2,459
TUSCOLA	28.5	12	1.5	37,873	173,379	2,369	2,273
VAN BUREN	52	12	2	41,611	529,980	1,067	2,219
WASHTENAW	153	12	2.8125	63,797	129,573	1,260	1,658
WAYNE	878.5	47.25	12	164,941	83,981	16,995	2,590
WEXFORD	24	23	2	33,257	-	259	-
<b>TOTALS</b>	<b>4,728.3</b>	<b>1,970.5</b>	<b>155.0</b>	<b>3,168,735</b>	<b>22,313,279</b>	<b>117,694</b>	<b>291,963</b>



## 2011 SRP SUMMARY FROM SEMI-ANNUAL REPORTS

	Total Verbal Warnings by SRP Officers	Total Verbal Warnings by CFRP Officers	Total Citations by SRP Officers	Total Citations by CFRP Officers	Total Citations in County Parks	Non-Traffic Arrests in County Parks	Calls for Assistance in County Parks
ALCONA	323	765	161	553	-	-	-
ALGER	48	-	45	-	-	-	-
ALLEGAN	1,286	6,154	2,309	3,769	-	-	-
ALPENA	317	465	85	245	-	-	4
ANTRIM	403	997	1,099	985	-	-	-
ARENAC	868	2,177	289	2,981	-	-	-
BARAGA	21	96	10	67	-	-	-
BARRY	223	1,594	307	938	-	-	-
BAY	1,832	3,450	3,007	2,568	-	-	9
BENZIE	154	796	54	386	-	-	-
BERRIEN	927	6,103	1,117	3,062	-	-	-
BRANCH	83	82	1,291	576	-	-	22
CALHOUN	1,026	147	3,077	1,343	-	-	-
CASS	561	1,764	1,072	746	-	-	-
CHARLEVOIX	543	1,733	226	845	-	-	-
CHEBOYGAN	486	1,183	629	853	-	-	3
CHIPPEWA	1,072	354	828	252	-	-	-
CLARE	473	1,096	405	573	-	-	-
CLINTON	672	5,092	1,052	12,757	-	-	-
CRAWFORD	426	1,154	1,547	603	-	-	-
DELTA	306	1,414	283	392	-	-	3
DICKINSON	216	463	78	176	-	4	20
EATON	1,046	1,465	815	1,021	-	-	-
EMMET	4,192	3,518	158	278	-	-	-
GENESEE	1,104	4,842	350	1,502	-	-	-
GLADWIN	891	1,702	444	1,457	-	-	-
GOGEBIC	189	350	50	184	-	-	3
GRAND TRAVERSE	225	4,402	694	4,126	-	-	-
GRATIOT	924	3,706	1,950	2,675	-	-	-
HILLSDALE	215	254	749	549	-	-	1
HOUGHTON	133	623	86	241	-	-	-
HURON	944	4,957	103	604	-	-	-
INGHAM	1,988	9,183	2,335	4,342	-	-	-
IONIA	657	2,182	492	1,408	-	-	7
IOSCO	531	418	514	97	-	-	-
IRON	358	132	139	91	-	-	-
ISABELLA	362	657	257	516	-	-	-
JACKSON	367	6,450	3,927	9,783	-	-	-
KALAMAZOO	766	3,373	1,447	1,840	-	-	-
KALKASKA	429	105	660	778	-	-	-
KENT	314	14,925	2,667	8,589	-	-	-
KEWEENAW	104	174	25	33	-	-	26

	Total Verbal Warnings by SRP Officers	Total Verbal Warnings by CFRP Officers	Total Citations by SRP Officers	Total Citations by CFRP Officers	Total Citations in County Parks	Non-Traffic Arrests in County Parks	Calls for Assistance in County Parks
LAKE	329	728	227	650	-	-	-
LAPEER	1,542	8,366	211	1,376	-	-	-
LEELANAU	423	1,847	235	538	-	-	-
LENAWEE	419	1,875	1,497	3,988	-	3	1
LIVINGSTON	431	597	2,777	5,409	-	-	-
LUCE	515	439	154	141	-	-	-
MACKINAC	183	977	313	465	-	-	-
MACOMB	1,029	4,556	3,137	5,843	-	-	-
MANISTEE	438	567	207	182	-	-	-
MARQUETTE	365	442	947	182	-	-	-
MASON	398	582	167	278	-	-	-
MECOSTA	136	1,965	208	1,170	-	-	-
MENOMINEE	60	1,209	30	457	-	-	-
MIDLAND	385	2,053	474	2,447	-	-	5
MISSAUKEE	324	1,406	127	493	-	-	-
MONROE	365	-	1,406	3,181	13	-	-
MONTCALM	247	2,424	1,016	1,298	-	-	-
MONTMORENCY	238	954	188	416	-	-	-
MUSKEGON	125	2,294	255	1,122	-	-	-
NEWAYGO	750	1,502	316	603	-	-	-
OAKLAND	628	1,077	5,093	36,423	-	-	-
OCEANA	600	1,438	379	513	-	-	-
OGEMAW	352	2,151	810	9,019	-	-	-
ONTONAGON	25	121	6	19	-	-	-
OSCEOLA	489	1,027	101	618	-	-	-
OSCODA	268	551	91	190	-	-	-
OTSEGO	89	302	117	195	-	-	-
OTTAWA	385	12,129	3,770	19,369	-	-	6
PRESQUE ISLE	162	378	113	95	2	-	6
ROSCOMMON	780	5,809	738	1,879	-	-	-
SAGINAW	766	3,102	677	1,809	-	-	-
SANILAC	130	1,744	20	728	-	-	-
SHIAWASSEE	231	2,007	823	3,217	-	-	-
ST. CLAIR	1,233	-	888	-	-	-	-
ST. JOSEPH	746	1,096	945	1,452	-	-	-
TUSCOLA	1,435	1,172	913	752	-	-	-
VAN BUREN	841	1,965	537	820	-	-	-
WASHTENAW	65	320	1,287	1,432	-	2	52
WAYNE	3,604	1,400	16,266	1,479	1,942	54	38
WEXFORD	138	-	169	-	-	-	2
<b>TOTALS</b>	<b>49,674</b>	<b>173,069</b>	<b>84,468</b>	<b>185,032</b>	<b>1,957</b>	<b>63</b>	<b>208</b>

## 2011 SRP SUMMARY FROM SEMI-ANNUAL REPORTS

	Crashes on Trunk Lines	Crashes on Secondary Roads	Crashes in Villages or Cities	Fatal Crashes on Trunk Lines	Fatal Crashes on Secondary Roads	Fatal Crashes in Villages or Cities	OWI Arrests Involving Alcohol	OWI Arrests Involving Drugs	Total Open Container Arrests
ALCONA	31	80	-	-	-	-	24	2	-
ALGER	13	19	1	-	-	-	4	1	5
ALLEGAN	56	92	6	-	-	-	37	12	38
ALPENA	18	31	-	-	-	-	1	-	-
ANTRIM	28	49	-	-	-	-	37	3	24
ARENAC	18	63	10	-	-	-	5	1	-
BARAGA	7	4	-	-	-	-	1	-	-
BARRY	16	35	-	-	-	-	45	12	7
BAY	11	126	6	-	-	-	3	-	-
BENZIE	29	15	-	-	-	-	18	-	-
BERRIEN	382	865	7	1	5	-	166	10	43
BRANCH	-	153	-	-	-	-	6	-	1
CALHOUN	189	374	7	-	3	-	87	35	19
CASS	19	244	-	-	-	-	14	-	-
CHARLEVOIX	9	52	-	-	-	-	6	-	-
CHEBOYGAN	55	65	2	-	-	-	9	1	1
CHIPPEWA	48	46	2	-	-	-	49	11	31
CLARE	20	31	5	-	-	-	9	3	8
CLINTON	62	175	9	-	-	-	28	3	9
CRAWFORD	42	35	1	5	1	-	18	15	4
DELTA	26	36	-	-	1	-	8	1	1
DICKINSON	53	56	-	-	-	-	23	1	1
EATON	130	260	6	-	-	-	16	-	3
EMMET	20	132	-	-	-	-	3	1	1
GENESEE	-	24	5	-	-	-	4	-	1
GLADWIN	25	77	-	-	-	-	13	4	19
GOGEBIC	17	24	23	1	-	-	4	-	-
GRAND TRAVERSE	11	135	-	-	3	-	8	6	-
GRATIOT	42	66	3	-	1	-	4	-	4
HILLSDALE	102	198	5	1	-	-	13	2	3
HOUGHTON	17	28	-	1	-	-	24	-	-
HURON	62	68	7	-	-	-	-	-	-
INGHAM	163	314	2	-	3	-	19	2	1
IONIA	73	78	2	4	-	-	52	9	8
IOSCO	-	24	-	-	-	-	52	1	-
IRON	44	29	8	1	-	-	18	-	-
ISABELLA	26	79	4	-	-	-	4	-	-
JACKSON	22	181	-	1	2	-	2	-	1
KALAMAZOO	13	366	-	3	11	-	22	-	3
KALKASKA	30	72	1	2	3	-	16	4	10
KENT	36	116	1	2	9	-	3	1	-
KEWEENAW	11	6	3	1	-	-	7	2	3

	Crashes on Trunk Lines	Crashes on Secondary Roads	Crashes in Villages or Cities	Fatal Crashes on Trunk Lines	Fatal Crashes on Secondary Roads	Fatal Crashes in Villages or Cities	OWI Arrests Involving Alcohol	OWI Arrests Involving Drugs	Total Open Container Arrests
LAKE	12	32	2	-	-	-	5	-	-
LAPEER	25	197	-	-	3	-	6	2	-
LEELANAU	16	51	8	1	1	-	3	-	-
LENAWEE	47	63	2	1	2	-	60	5	12
LIVINGSTON	73	156	3	4	8	-	-	-	5
LUCE	13	5	-	-	-	-	-	2	4
MACKINAC	5	2	-	-	-	-	3	2	-
MACOMB	133	552	-	1	-	-	16	2	3
MANISTEE	22	37	1	-	-	-	24	2	6
MARQUETTE	41	49	-	-	-	-	8	-	7
MASON	56	99	11	-	-	-	1	-	-
MECOSTA	12	56	-	1	-	-	-	-	-
MENOMINEE	1	8	-	-	-	-	10	-	3
MIDLAND	67	337	19	-	4	1	5	-	4
MISSAUKEE	18	20	-	-	-	-	8	4	2
MONROE	19	138	-	11	13	-	5	1	-
MONTCALM	37	139	5	-	5	-	25	-	-
MONTMORENCY	10	34	-	-	1	-	1	-	1
MUSKEGON	61	125	2	3	2	-	6	1	3
NEWAYGO	6	64	-	-	2	-	6	-	1
OAKLAND	16	59	-	2	17	1	12	4	2
OCEANA	16	105	5	1	-	-	27	9	22
OGEMAW	12	30	4	-	-	-	9	-	2
ONTONAGON	41	11	2	1	-	-	4	-	-
OSCEOLA	22	70	1	-	-	-	2	-	-
OSCODA	14	16	1	-	-	-	11	1	3
OTSEGO	8	20	-	-	-	-	6	-	-
OTTAWA	48	254	-	3	8	-	1	-	1
PRESQUE ISLE	7	37	1	-	-	-	-	-	-
ROSCOMMON	8	10	5	-	-	-	3	2	3
SAGINAW	93	148	10	-	-	-	13	5	6
SANILAC	19	117	1	-	-	-	-	-	-
SHIAWASSEE	21	110	-	2	-	-	4	1	1
ST. CLAIR	32	213	-	2	5	-	1	-	-
ST. JOSEPH	56	99	4	-	1	-	6	9	7
TUSCOLA	41	151	9	-	-	-	12	2	-
VAN BUREN	32	92	5	-	-	-	41	-	13
WASHTENAW	-	365	1	-	20	1	14	6	-
WAYNE	-	23	23	-	-	-	27	-	2
WEXFORD	35	66	6	1	-	-	3	2	-
<b>TOTALS</b>	<b>3,171</b>	<b>9,083</b>	<b>257</b>	<b>57</b>	<b>134</b>	<b>3</b>	<b>1,270</b>	<b>205</b>	<b>362</b>

## 2011 SRP SUMMARY FROM SEMI-ANNUAL REPORTS

	Total Crime Reports Filed	Total Criminal Arrests	Total Motorist Assists	Total Law Enforcement Assists Own Department	Total Law Enforcement Assists Other Departments	Community Safety Training Sessions	Number of Citizens Attending Safety Sessions
ALCONA	346	59	22	91	22	-	-
ALGER	107	35	13	39	33	1	11
ALLEGAN	913	323	121	405	129	127	1,850
ALPENA	20	7	29	52	45	-	-
ANTRIM	169	73	-	-	178	17	14
ARENAC	50	44	28	105	27	-	-
BARAGA	30	9	3	9	24	-	-
BARRY	66	37	9	75	40	-	-
BAY	468	188	14	225	58	1	25
BENZIE	115	38	2	6	20	-	-
BERRIEN	42	4	1,089	-	5,495	-	-
BRANCH	59	61	36	40	63	23	62
CALHOUN	225	258	130	379	112	15	455
CASS	129	95	185	355	134	6	423
CHARLEVOIX	20	7	87	196	66	-	-
CHEBOYGAN	82	53	16	25	29	-	-
CHIPPEWA	392	212	79	114	181	-	-
CLARE	48	44	25	88	12	3	76
CLINTON	268	112	90	70	104	6	160
CRAWFORD	332	236	152	177	170	-	-
DELTA	229	61	58	30	37	-	-
DICKINSON	99	63	3	15	38	-	-
EATON	183	119	58	681	58	-	-
EMMET	-	71	35	86	80	-	-
GENESEE	26	148	101	322	308	4	435
GLADWIN	6	1	3	36	15	4	100
GOGEBIC	74	19	116	133	81	4	220
GRAND TRAVERSE	56	89	33	69	17	13	339
GRATIOT	559	78	23	16	26	-	-
HILLSDALE	20	18	47	42	18	6	160
HOUGHTON	44	55	44	16	48	-	-
HURON	62	42	80	52	61	-	-
INGHAM	918	615	230	440	183	2	40
IONIA	286	72	20	127	145	-	-
IOSCO	61	19	78	8	78	6	550
IRON	97	84	55	241	99	-	-
ISABELLA	70	5	23	49	22	-	-
JACKSON	342	52	37	87	117	8	196
KALAMAZOO	109	71	84	239	44	2	15
KALKASKA	428	91	57	42	41	2	100
KENT	10	5	41	349	59	59	3,239
KEWEENAW	41	30	12	5	6	-	-

	Total Crime Reports Filed	Total Criminal Arrests	Total Motorist Assists	Total Law Enforcement Assists Own Department	Total Law Enforcement Assists Other Departments	Community Safety Training Sessions	Number of Citizens Attending Safety Sessions
LAKE	28	15	31	3	1	7	7
LAPEER	129	199	60	123	35	48	918
LEELANAU	6	5	9	73	6	2	26
LENAWEE	175	172	8	77	65	2	45
LIVINGSTON	189	75	85	90	51	12	259
LUCE	3	76	34	8	2	4	26
MACKINAC	73	13	18	8	29	1	15
MACOMB	87	45	259	1,090	119	16	8,300
MANISTEE	453	145	19	8	69	7	129
MARQUETTE	42	43	45	13	118	16	322
MASON	480	31	16	42	30	-	-
MECOSTA	3	1	68	24	12	1	25
MENOMINEE	21	13	1	29	36	-	-
MIDLAND	75	40	60	314	39	48	1,314
MISSAUKEE	132	23	28	56	13	-	-
MONROE	53	12	26	86	12	38	289
MONTCALM	13	40	122	105	16	8	165
MONTMORENCY	-	15	80	279	1	-	-
MUSKEGON	27	32	75	30	22	13	905
NEWAYGO	235	235	73	22	15	-	-
OAKLAND	32	31	144	251	130	5	2,119
OCEANA	471	220	76	205	46	2	15
OGEMAW	126	94	11	38	27	-	-
ONTONAGON	50	25	2	4	11	-	-
OSCEOLA	12	15	42	21	9	-	-
OSCODA	46	28	10	9	12	-	-
OTSEGO	16	35	7	24	81	1	50
OTTAWA	341	63	111	-	7	50	3,010
PRESQUE ISLE	66	18	14	182	30	2	15
ROSCOMMON	105	87	19	62	58	3	60
SAGINAW	158	57	69	79	116	12	167
SANILAC	924	6	1	4	2	-	-
SHIAWASSEE	15	6	7	133	21	7	179
ST. CLAIR	46	80	112	247	69	4	80
ST. JOSEPH	677	113	8	62	53	-	-
TUSCOLA	-	16	8	65	43	25	654
VAN BUREN	73	50	45	195	76	74	1,039
WASHTENAW	84	50	83	8	21	17	452
WAYNE	1,448	922	260	113	243	-	-
WEXFORD	164	49	49	103	51	-	-
<b>TOTALS</b>	<b>14,679</b>	<b>6,898</b>	<b>5,563</b>	<b>9,821</b>	<b>10,320</b>	<b>734</b>	<b>29,055</b>

Information obtained from the Semi-Annual Reports submitted by the counties.







